

PRICE ONE CENT.

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LAST EDITION. WHO KILLED THEM?

Coroner's Quest on the Tunnel Victims
to Be Begun To-Morrow.

The Public's Demand for Electric
Lights in the Tunnel.

Grand Jury's Admonitions Disre-
garded by Railroad Officials.

Coroner Ferdinand Levy is busily engaged
to-day in preparing for the opening to-morrow
at 10.30 o'clock of the inquest over the victims
of Friday's Fourth Avenue tunnel disaster.

When an Evening World reporter called on
him at his residence early this morning he said:

"Ever since this horrible accident happened
my mind has been constantly occupied with
ideas and plans pertaining to the investigation
of the cause."

"I consider the inquest one of the most im-
portant that has ever come under my super-
vision, and I hope that the result will be ben-
eficial to the public. One thing is certain, such
horrible accidents ought never to occur in this
age of enlightenment and progress."

"I am glad to see THE EVENING WORLD so
strongly insisting on the subject of lighting the
tunnel by electricity. There is no question but
that it ought to be done, and I see that the
press generally is now advocating it."

"I have been examining the system of start-
ing trains from the Grand Central Depot, and
shall probably summon the chief train dis-
patchers to the inquest, as I think the fault
ought to be fully acquainted with the system."

"The matters of lighting the tunnel by elec-
tricity, the part played in the disaster by the
car stover, the operation of the block system of
the station, and other leading features, should not
of course, be considered beforehand by me, as
I am to preside over the investigation."

"It is my duty to call the jury's attention to
all these matters, and all others that may
throw any light upon the cause of the terrible
disaster."

THE JURY TO BE IMPANELLED.
"I have not yet impanelled my jury, but
shall probably do so to-morrow. The jury will
not be composed of experts, although several
experts will probably be called as witnesses."

As jurors, however, experts would
only tell to wrangling among themselves and
would never agree. No jury is determined to
impanel only intelligent, practical, business
men."

"I had such a jury during the electric wire
tragedy investigation and found the jurors em-
inently satisfactory."

"In addition to Engineer Fowler and Op-
erator McManus, whom I held in \$10,000 bail,
I have also held Edward J. Brown, the Engi-
neer-in-Charge, in \$5,000 bail."

"I have also subpoenaed George Hotelling
and Charles Wellington, the conductor and the
fireman of the New Haven local; John Frank-
lin, John Kelly and M. Craig, the conductor,
engineer and brakeman of the 'shop' train,
and Frederick Budway, the engineer of the
switch engine, which was thrown from the
eastern track while bound south, by the collision
of the two trains."

"The State Railroad Commissioners have
been requested to attend the inquest, but I
shall probably communicate with them, as the
jury may consider their presence desirable."

The jury may also be drawn from the
officials of the roads interested.

"The inquest will begin at 10.30 to-morrow.
I shall briefly state the facts of the accident
to the jury, and then conduct them to the tunnel
where they may view the scene and surround-
ings for themselves."

ELECTRIC LIGHTS FOR THE TUNNEL.
The public demand for the electric-lighting
of the Fourth Avenue tunnel, as extensively
promulgated through THE EVENING WORLD
Saturday, is increasing, and some of the rail-
road authorities interested are already giving
evidence that the demand is beginning to make
itself felt.

In an interview with a reporter, Dr. Chau-
mont, M. D., president of the New York
Central Railroad said:

"A criticism has been made that the head-
lights were taken off locomotives on account
of economy. As a matter of fact the rules of
the depot master compel the use of headlights
in the tunnel. It has also been said that these
accidents could be prevented if the tunnel was
lighted."

"Some years ago I requested the operating
department to take up the question of lighting
the tunnel by electricity and to report whether
it would be in the interests of safety or other-
wise. The unanimous reports of the experts
were in favor of it."

"The reasons they gave were that the white
light would penetrate farther through fog,
steam and smoke than a red light or a green
one, and that therefore the engineer would be
unable, under such conditions, to see the
danger signal."

Third Vice-President H. Webb also said:
"There has been talk of lighting the tunnel
with electricity. It may be that this collision
will hasten the introduction of the lights. The
tunnel is certainly in need of ventilation."

THE FORMER TUNNEL TRAGEDY.
As in the present instance, the fatal collision
of Sept. 24, 1882, in the same tunnel, caused
no end of controversy as to what were the
causes and who was to blame for the disaster.
The Grand Jury investigation of the matter
made several important recommendations. One
was that the tunnel be lighted with elec-
tric lights and equipped with some method
of ventilation.

Others were that only one train be allowed
at a time on one track between Fifty-ninth
and Ninety-sixth streets, and that no train be
allowed to enter the tunnel until a telegram
had been received announcing that the train
in advance had emerged.

RECOMMENDATIONS WERE IGNORED.
None of these recommendations were car-
ried out except by the management of the tun-
nel, or even heeded. In connection with the
other matters, they will now be brought to the
attention of a coroner's jury by Coroner Levy,
and meanwhile an anxious travelling public

will eagerly await the jury's verdict and the
future action of the tunnel's management.

Five of the dead victims, whose lives might
have been spared had the tunnel been lighted,
have been buried, their funerals occurring
yesterday.

They were Michael Mullane, of 227 East Fif-
ty-second street; John Murray, of 305 East
Fourth street; and James R. Flynn, of 665
Third avenue, who were buried in Calvary
Cemetery; Mrs. Helen Surpice, of 289 Third
avenue, who was interred at St. Peter's Cem-
tery, on Staten Island; and William A. Zeil-
ner, of 982 First avenue, who was taken to the
Lutheran Cemetery.

PRACTICAL SIGNALS FOR TUNNELS.
"The subject of signaling in tunnels," said
Charles W. Baker, of the Engineering News,
this morning, "has perplexed many engineers
in this country and abroad. The block system,
in use in the Fourth Avenue tunnel in this city,
is an admirable one in theory."

"Owing to the many obstacles that are
always appearing, however, it is hard to keep
it near a point of perfection."

"The whole tunnel could be brilliantly
lighted by electric lights, but this would neu-
tralize the effect of the colored signal lights."

"Disk or flag might be substituted, but
the large quantities of smoke and fog in the
tunnel much of the time would render them
ineffective at critical periods."

"If the tunnel could be better ventilated,
by a current of air or other means, so that it
would be comparatively free of smoke and fog,
it would put matters on a successful working
basis at once. Then a light could penetrate
the darkness."

"The system of colored lights in the dark is
a sure method of signaling, because they can
be seen at a distance."

"Now, if these lights were made extra
powerful, by electricity and heavy reflectors,
an engineer, if he had his eyes open at all,
would be obliged to see the signal."

"To this system could be added the sound or
automatic signals that would warn the engi-
neer when his train leaves one block for an-
other, or notify him that another train is on
the same block with him. There are many
automatic signals that could be used."

"The stop signal is feasible. It is so arranged
that when the light shows danger and a train
runs by it a red will strike a lever on the engine
and put on the air brakes. There is room for
improvement."

SOUND SIGNALS PREFERRED.
Civil Engineer W. K. Hutton said this morn-
ing:

"The block system is a good one, but, like
all others, it is subject to the fallibility of
man."

"I consider bright signal lights to be the
best method of tunnel signaling. This system
can be reinforced by bells or something of that
kind."

"I do not see that anything would be gained
by keeping the tunnel brightly lighted all the
time but it would be a waste of money if the
plant was in operation, so that in an instant
the darkness could be made as day."

"This would be of great benefit in case of
accident."

"Greater precautions can be taken than
have been in force heretofore, but it is certain
that the greatest danger in a tunnel is with
smoke, any system of light signals will be im-
perfect so long as this is the case. Automatic
divisions or sound signals could be used with
great benefit."

Engineer C. C. Vermeile thought that the tun-
nel could be illuminated, but the fog would
prevent a great effect, as the effect of the
brighter signal lights with automatic aids
would be an improvement.

NO RECOUNT FOR NEW YORK.
Adverse Report Adopted by the
House Census Committee.

SPECIAL TO THE EVENING WORLD.
WASHINGTON, Feb. 23.—The sub-committee
of the Census Committee, composed of Sher-
man, of New York, and Frank, of Missouri,
Republicans, and Washington, of Tennessee,
Democrats, to whom was referred the question
of a recount for New York City, made a re-
port to the full committee this morning.

The report is against allowing the recount
desired, and was adopted by the full commit-
tee.

The matter will be brought to the attention
of the House to-morrow.

There will be no redress, therefore, for the
great wrong committed.

RETURN OF THE SHERMAN TRAIN.
Stripped of Its Funeral Drapery, It
Brings the Family Back Home.

The special funeral train which car-
ried the body of Gen. Sherman to St.
Louis for burial returned to this city
this morning over the Pennsylvania
Railroad, arriving in Jersey City at
8.15 o'clock. A delay of fifteen min-
utes occurred near Newark owing to
a hot box on the dining car of the train.

The train was made up of the six Pull-
man cars, which were stripped of the
mourning drapery, and the trip back was
entirely uneventful.

As soon as the train was brought to a
standstill in the Jersey City depot the
family of the dead General alighted and
immediately entered their carriages,
which conveyed them to their home in
this city.

The military which accompanied the
body and which included Generals Howard
and Slocum, Major Randolph and
Capt. Knickerbocker, with their staffs, was
also on the train.

The train ran into the Broad street
station, at 4 o'clock this morning, and
then Gen. Sherman and family disem-
barked.

Father Sherman, his brother and the
other members of the family are at the
Sherman residence, 75 West Seventy-
first street.

ALL IN HIS HONOR

George Washington's Birthday Ob-
servances in New York.

The Starry Flag Flies Everywhere and
the City Makes General Holiday.

Patriotic Commemorations by Civic and
Military Societies.

Sketch of the Career of the Greatest
of American Patriots.

George Washington: First in war, first in
peace and first in the hearts of his country-
men.

The sun's brightest rays shone on the glo-
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and perhaps because it was Sunday and Ameri-
cans do not celebrate their holidays on Sunday
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and New York has perfect weather.

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CITY NEWS TERSELY TOLD.

To-day's Record of Minor hap-
penings About Town.

Young Strikers Got Looked Up.

William A. Ryan, aged fifteen, and James
Breadan, fourteen, were held at Jefferson
Street Court today for examination on the
charge of larceny, having been taken on a charge
of stealing clothing from William C. Morrison,
who lives at Hamilton's place, on the corner of
West Street and the Bowery.

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